Bicycle Advisory Committee

San Tomas Aquino/Saratoga Creek

On-Street Trail Enhancements

January 26, 2011

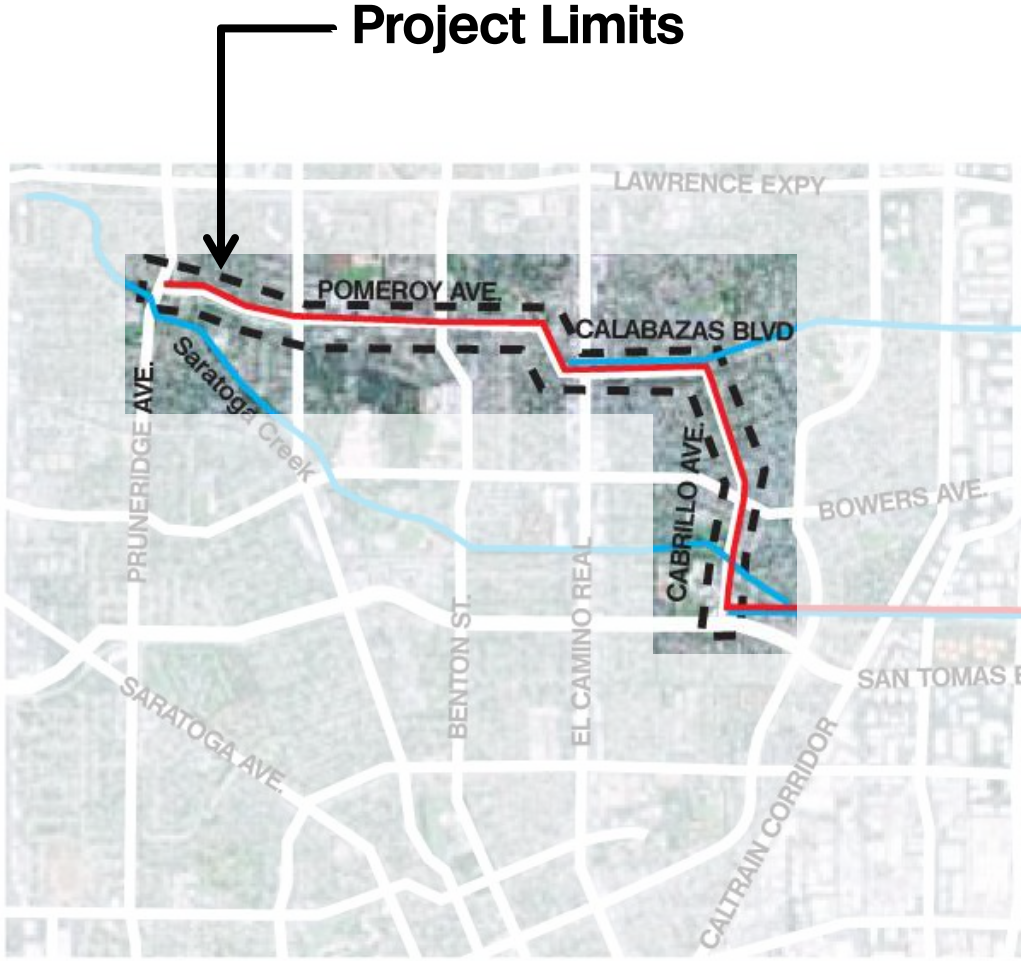
Callander Associates

in association with
Fehr & Peers
Mark Thomas & Co.
David J. Powers and Associates

Agenda

- Project Background
- Plan Presentation
- Questions and Answers

Project Background



Project Goals

- Improve bicycle/pedestrian access and priority, including at school crossings
- User friendly on-street trail
- Trail wayfinding and identification
- Integrate trail into neighborhood and roadway system

Plan Presentation

Typical Major Intersection Improvements

Colored Bike Lane

Bike Logo

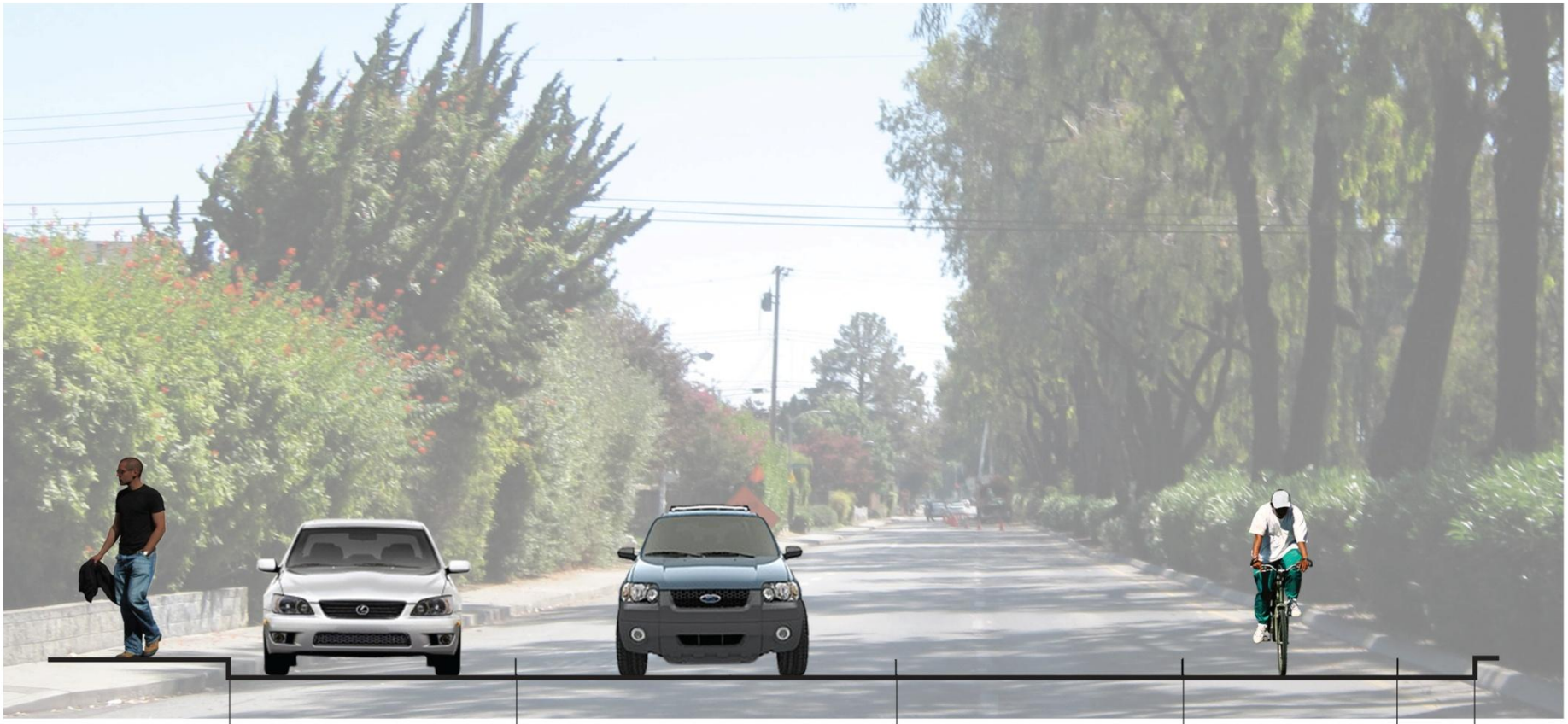
Loop Detector

Trail Identification Signage

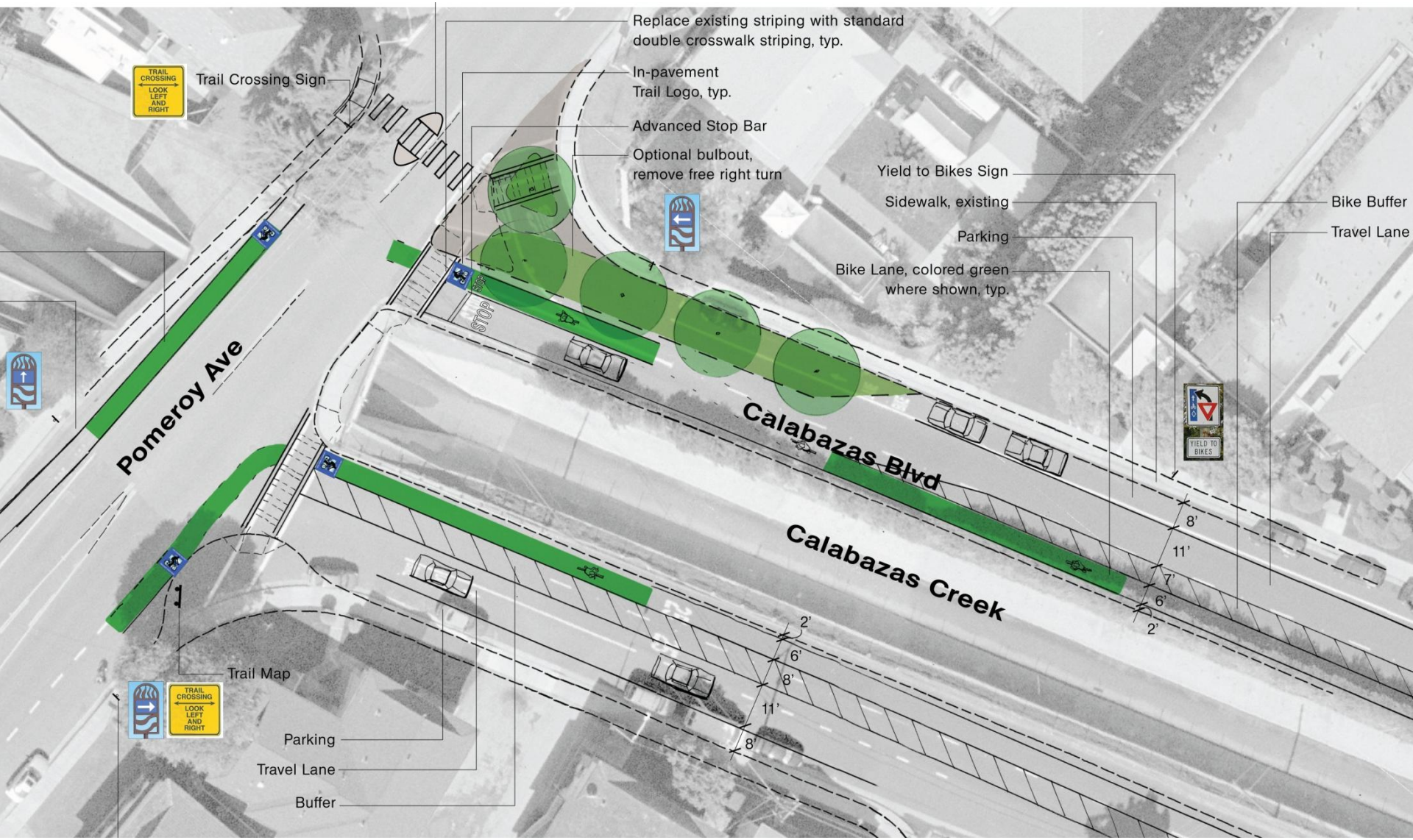
Plan Presentation

Calabazas Boulevard Road Diet

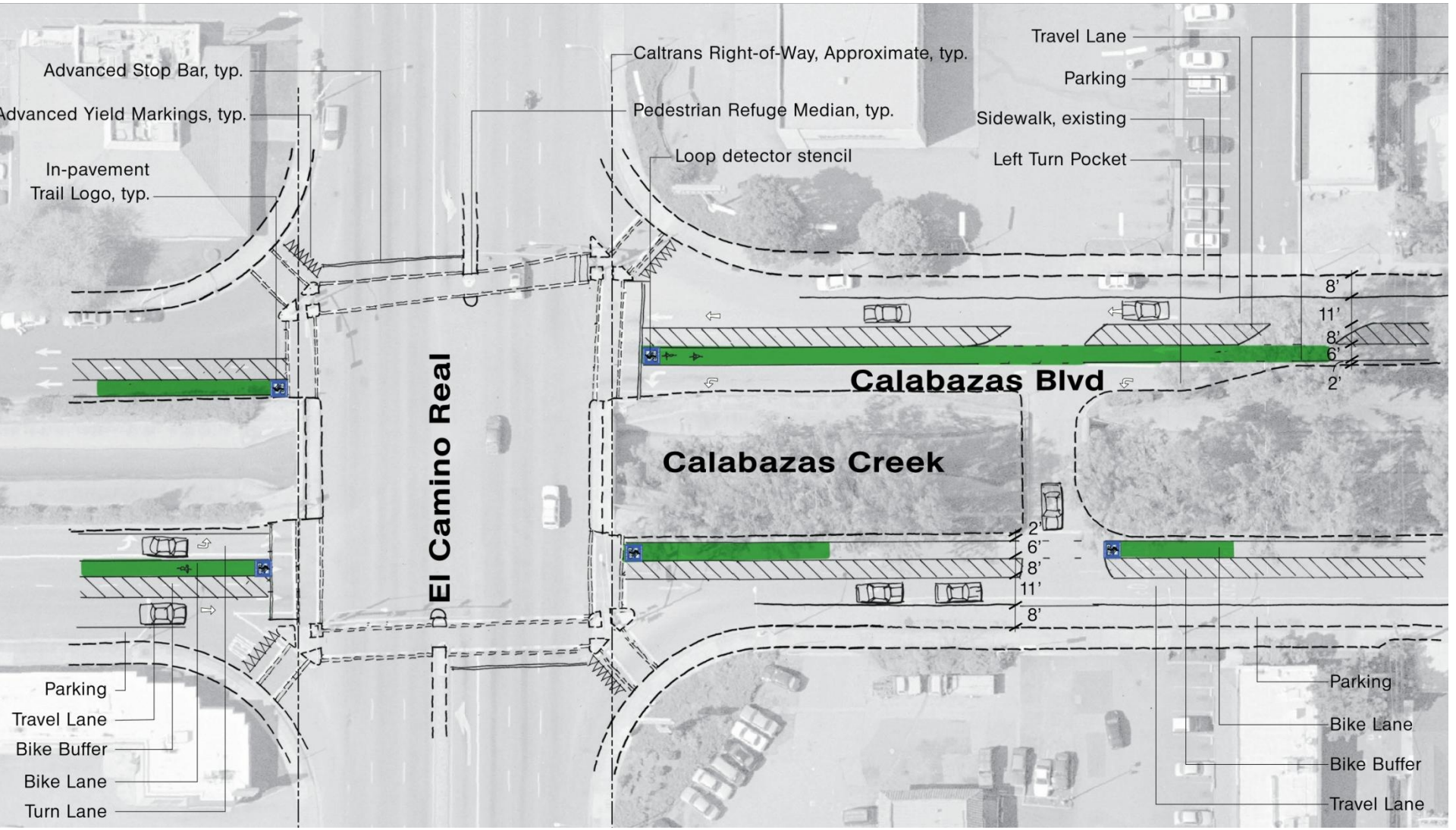
Plan Presentation – Left Side Buffered Bike Lanes



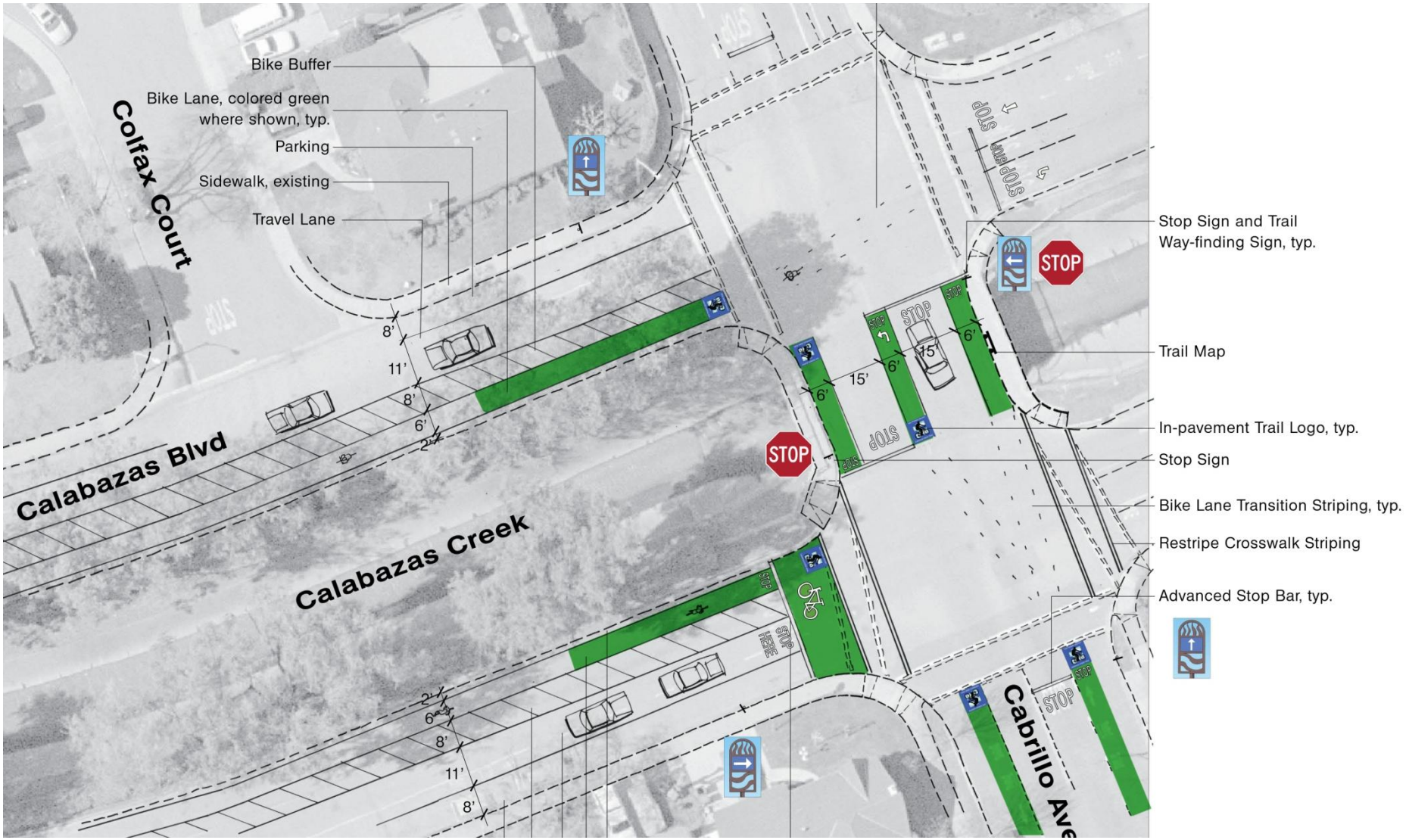
Left Side Buffered Bike Lanes – Pomeroy Ave.



Left Side Buffered Bike Lanes – El Camino Real



Left Side Buffered Bike Lanes – Cabrillo Ave.

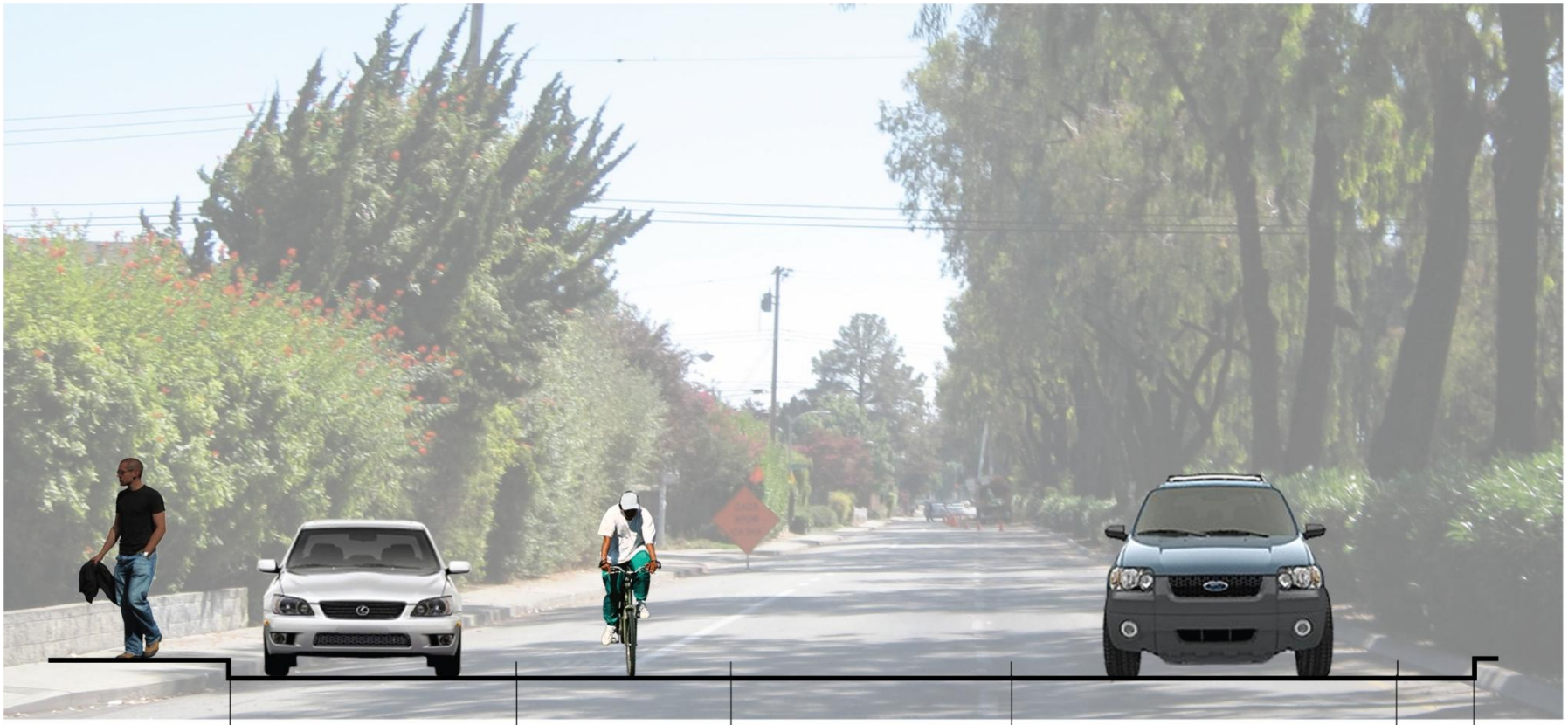


Left Side Buffered Bike Lanes

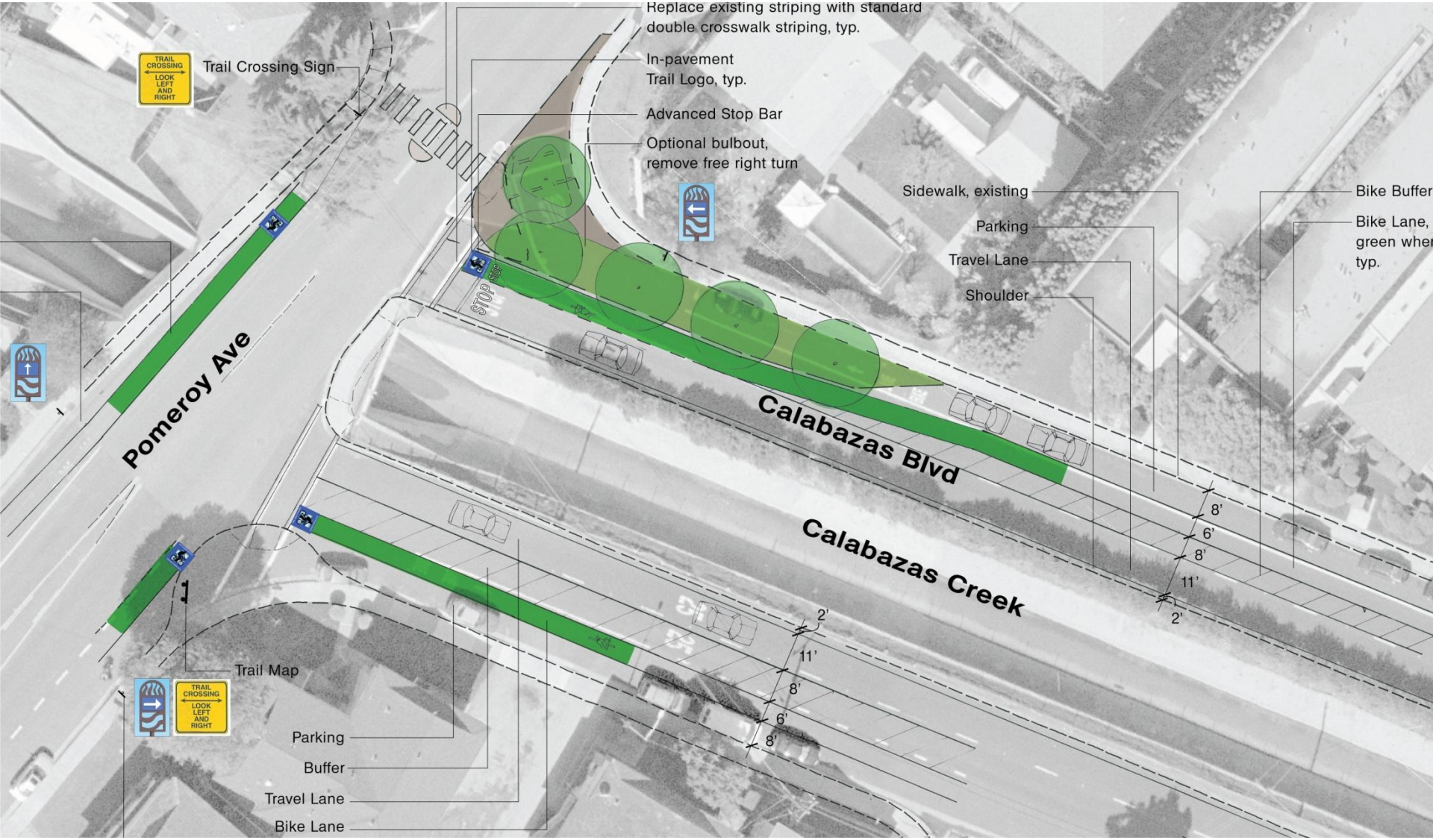
El Camino Real

Cabrillo Ave.

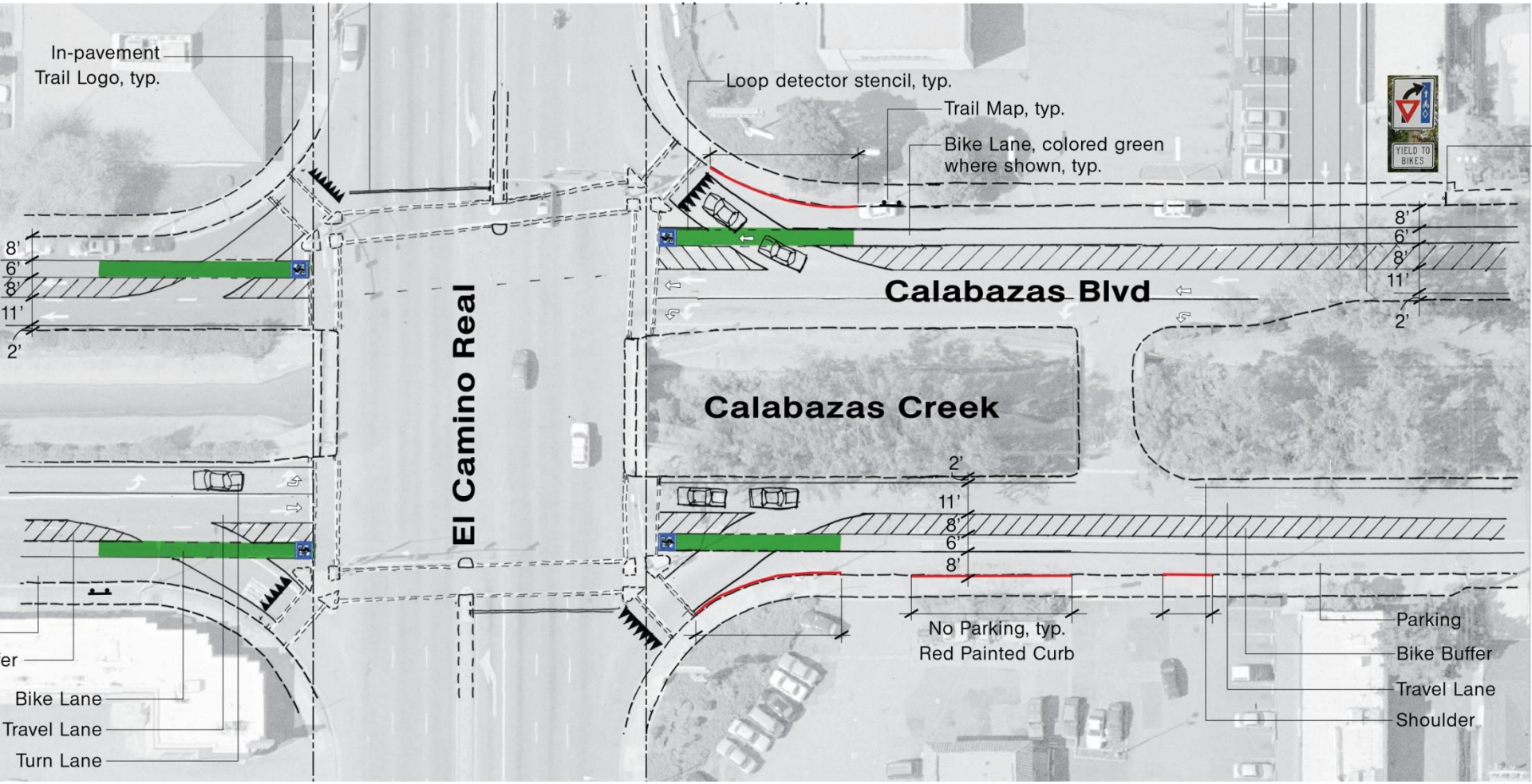
Plan Presentation – Right Side Buffered Bike Lanes



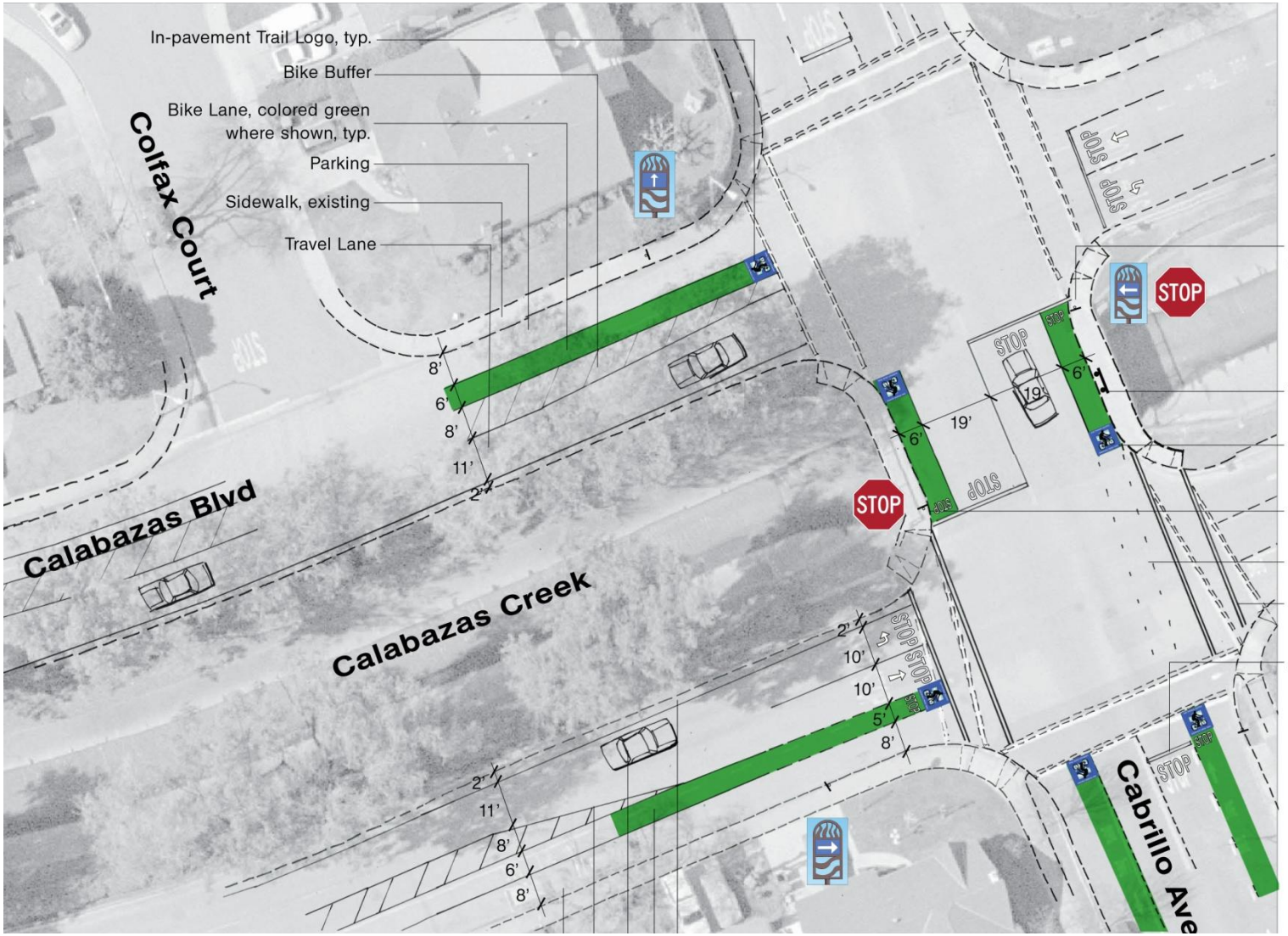
Right Side Buffered Bike Lanes – Pomeroy Ave.



Right Side Buffered Bike Lanes – El Camino Real



Right Side Buffered Bike Lanes – Cabrillo Ave.



Right Side Buffered Bike Lanes

El Camino Real

Cabrillo Ave.

Advantages / Disadvantages

Left Side Buffered Bicycle Lanes

Advantages

- Reduced potential for conflict with turning vehicles at T-intersections (1 location vs. 12 locations)
- No potential for conflict with vehicles entering/exiting driveways
- No potential for door conflicts from parked cars
- Driver's blind spot is smaller on driver's side of car
- Coordinates with, and reduces additional work of future upgrade/ enhancement of bike lane to bike trail along Calabazas Creek
- "New-ness" will cause motorists and bicyclists to be more careful
- Reduced potential for right hook collisions (1 vs. 2 locations)

Disadvantages

- "New-ness" will require public education/awareness
- Potential for left hook collisions and/or vehicular left lane transitions (7 locations)
- Requires caution/lane transitions at Pomeroy and Cabrillo intersections

Advantages / Disadvantages

Right Side Buffered Bicycle Lanes

Advantages

- Driver/bicyclist areas match current configurations elsewhere

Disadvantages

- Potential for conflict with turning vehicles at T-intersections (12 locations)
- Potential for conflict with vehicles entering/exiting driveways (22 locations)
- Potential for conflict with opening doors from parked cars trying to park/leave on-street parking
- Potential for conflict with cars trying to park/leave on-street parking
- Potential for right hook collisions during vehicle right turns with bikes proceeding straight (2 locations)

Questions and Answers